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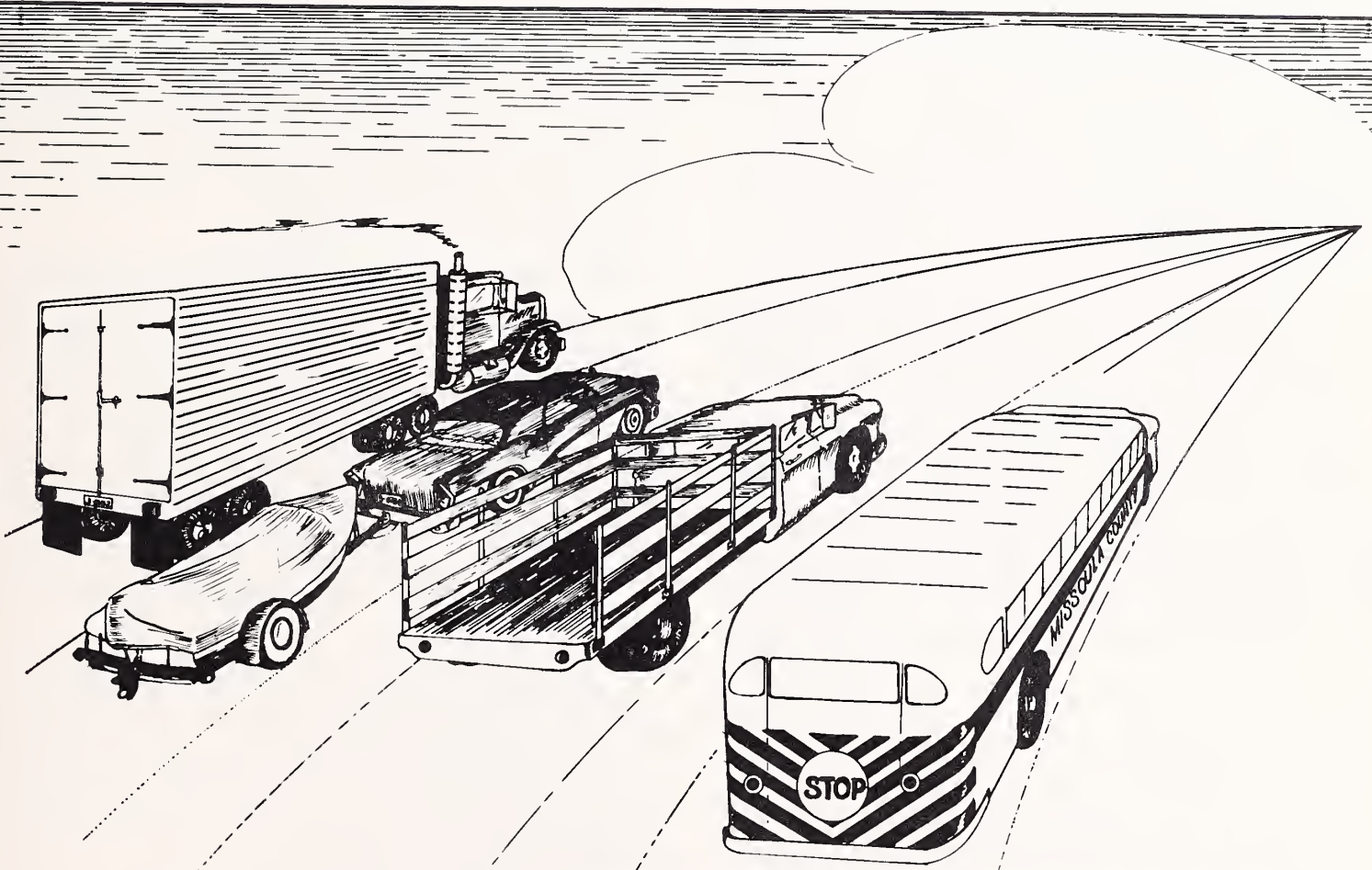
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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. V., No. 4.

May, 1962



BETTER HIGHWAYS HELP EVERYONE

Frank R. Bishop/62

Highways have become an integral part of the American Way of Life. Farmers and stockmen depend on good roads to transport their products to town and bring supplies back to the ranch. Schoolbusses get the boys and girls to school and back every day. Working people drive to work and home daily, being able to choose the neighborhood in which they live. Industry uses the highways to obtain the raw products and to transport the finished product to the consumer. Sportsmen travel to and from their favorite hunting and fishing areas, many times pulling boats or trailers, and because of good roads, can greatly vary their choice of recreational areas. Vacations can be greatly expanded due to today's vast highway system, and as it is improved, more people can travel further distances to enjoy the recreational advantages of Montana. Good highways have played a major role in the increase of the living standards of our nation to their present heights, and the demands of industry, recreation and defense are greatly increasing the demands upon the highway engineers to provide more and better highways.

AWARD SHEET Project No.	Amount of Bid	Bidder	Letting of April 11, 1962 Address
F13(6)U2, F43(15)U2, F217(12)U2, F217(13)U2, S9(9)U2, 66(2)U2, and S273(3)U2 Seal Coating of 69.841 Miles Park, Beaverhead, Deer Lodge Silver Bow & Jefferson Counties	\$ 131,985.62	United Paving Co., Inc.	Spokane, Wash.
F191(21)U2, F259(9)U2 and S65(4)U2 Seal Coating of 26.603 Miles Flathead, Ravalli and Lake Counties	\$ 53,356.47	Asphalt Construction Co.	Missoula, Mont.
F235(27)U2 and S329(4)U2 Seal Coating of 15.389 Miles Cascade and Judith Basin Counties	\$ 34,085.05	Zook Bros. Const. Co.	Great Falls, Mont.
F246(9)U2, F333 (29)U2, S8(10)U2, S68(4)U2, S187(8)U2 and S361(10)U2 Seal Coating of 56.648 Miles Dawson, Fergus, Daniels, Phillips and Richland Counties	\$ 115,789.80	Richardson Const. Co., Inc.	Miles City, Mont.
F191(19)U1 Pablo-Kalispell Road Flathead County	\$ 968,935.33	F. & S. Contracting Co.	Butte, Mont.
SMP 2799-62 Crusher Set-ups Lincoln, Flathead, Lake and Missoula Counties	\$ 158,800.00	Chas. Shannon Co.	Butte, Mont.

All Projects Awarded to Low Bidder as of April 23, 1962

NATIONAL HIGHWAY WEEK

Governor Babcock has designated May 20-26 HIGHWAY WEEK in Montana to coincide with National Highway Week to be celebrated in all states. Following is the Governor's statement:

Montana takes pride in joining the other states in observing National Highway Week, May 20-26.

We should take pride in our state's highway system, as it has taken careful planning, sound engineering, and ever watchful maintenance to bring it to its present standards. It now ties together vast distances in Montana, with relatively sparse populations, and in order to provide for our future needs, must constantly be improved and expanded, as our population becomes more mobile and depends on rubber-tired wheels for so much of our every-day activities.

Our road system provides means for the interchange of raw materials from the farm, the mill, the mine, the forest and the oil field for finished products.

It serves the need of those who seek to spend their leisure hours along our streams, in the forest, or on our lakes and rivers, or parks, and as our highway system improves more thousands of persons are brought closer to our recreation areas.

It has raised our standard of living by providing the means to bring in products and supplies that were heretofore available only on a seasonal basis.

It has provided the basis for many new businesses that provide service to the shopper on wheels. Motels, drive-in theaters, restaurants, banks, laundries and shopping centers have changed the shopping habits of the nation.

The use of our highways has increased so rapidly that we must constantly improve and expand them. We regret that these improvements sometimes cause delays and temporary inconveniences in our regular travel schedules, but in order to carry the work quickly to completion, and in the interest of safety, closures, detours, and delays are necessary.

New highways are designed to provide for the motorist but most of all, safety is engineered into new roads, thereby reducing the accident rate.

I, as Governor, urge all Montanans to take note of Highway Week—visit your local highway shop or office, and in your daily driving, whether for business or pleasure, notice the part the highways contribute to the improvement in our daily living.

HIGHWAY OPEN HOUSE

The eleven divisions of the Montana Highway Department are having open house during the week of May 20 to 26, and all persons interested in highways, how they are built and maintained are urged, and cordially invited to attend one of the open houses in Missoula, Kalispell, Butte, Bozeman, Great Falls, Glendive, Wolf Point, Lewistown, Billings or Miles City. The date of the open house for each Division office and shop will be announced locally.

In addition to the Divisions, the Helena Headquarters will be open from 1 to 5 p. m. on May 25 to the public. The laboratory, shop, hanger and radio shop as well as the advertising and Scott Hart building will have appropriate displays and demonstrations for the visitors.

We sincerely hope that many people can attend, and we wish that every person in the State of Montana could see some of the planning and preparations that is necessary in order to get a section of highway to contract.

ONLY ONE-EIGHTH OF TRANSPORTATION BUDGET USED TO BUILD HIGHWAYS

Twelve cents don't buy much these days, but one of the best bargains that you, as a highway user, gets is the 12¢ that comes out of the transportation dollar you spend. You probably are not aware of spending the 12¢, except that the gas pumps advise you that you are paying a tax of 10¢

(Please turn to the next page)

on every gallon of gas that you buy. Believe it or not, but 12¢ is all that you are spending out of your highway transportation dollar to pay for the roads on which you drive.

If the dollar were divided in the variety of ways to pay for the costs of your car, the fuel and grease that you use, the repairs and upkeep that is required, the insurance and taxes that you pay to the city, state and county, you will find that a surprisingly small amount goes to provide for the roadway over which you drive.

For the vehicle itself, and its operation, you pay an average of 64 cents of each highway dollar. This includes 30¢ for the amortized cost of your car and its accessories, and another 16¢ for the gas and oil it consumes. You spend 18¢ to keep your car in shape, maintenance and repairs, tires, winterizing, etc.

You spend 11 more cents for parking, garaging, tolls and feeding the meter at the curb. Thirteen cents goes for insurance, and the balance, 12¢, goes to provide for the highway.

You know what you get for your 64 cents. The looks of a sleek, shiny new car in the driveway appeals to most of us, and has become a status symbol to us. You know what you get from the gas and oil that you put in the car—smooth performance, better or worse mileage, depending upon the type of car and size of the engine in it. You know also, what you get from the insurance you purchase. It's all written in the policy, and it would behoove you all to take time to read the insurance contract you pay for. Damage suits are quite common these days, and we get used to the high figures asked for in some of the suits. Certainly you couldn't do without the insurance, nor could you get along without your car that so much of your families' activities are woven around these days.

Yet, it is the 12¢ we're talking about that makes all these other necessities, pleasures and comforts possible. The 12¢ is being spent to build the three and a half million mile system of highways that tie this nation together. Yes, the 12¢ is the total cost out of the car transportation dollar on which your 48 cent car can burn up your 16-cent gas and oil. And one of the most outstanding features of this expenditure, is that your grandchildren will not be burdened with treasury deficits for highway building. The 12¢ is there, all

ready to use when allocated to the highway departments. Oh, yes, the 12¢ is also buying a great deal of military security and preparedness which would be of untold value in any national emergency.

Budget experts have developed some interesting figures on family car expenditures. They have found that the average motorist spends, on the average, \$973 each year to own and operate his car. This includes \$150 for gas and oil, and about \$125 for his insurance. What the average motorist spends for highways amounts to approximately \$117 a year. This includes all your license fees, which go to the counties of Montana, gasoline taxes at state and federal level and all other taxes spent for highways.

We may be prejudiced, but we think that when you realize that these 12¢ dollars, when invested in new, wider, better, straighter highways are going to save thousands of lives, you just can't help but conclude that this 12¢ investment is one of the best that you have ever made. What is more, you will be surprised to learn that those old, narrow, winding, bumpy, dangerous pre-war highways on which we drove fewer miles, at greater risk to life and limb, actually cost us more than 15¢ out of the transportation dollar in those days. So today, we are actually getting better roads for a smaller share of the highway dollar.

THE MONEY MACHINE

Most of the material things we want in this life can be obtained through the medium of exchange we call money.

We all want money, and we should realize that wealth can be created only through productivity, but how much thought do we give to proper maintenance of our "money machines"—OURSELVES.

Do you need money? I can tell you how to get it. I can tell you one of the best ways to keep the pay checks rolling in and the wolf away from the door.

That way is to learn and practice safety. Safety can keep you working steady, can keep your expenses low, can beat any insurance policy as a way of staying in the bucks.

Did you ever stop to figure out what a good machine you are for producing the coin of the realm? Suppose you make an average of \$2.65

AWARD SHEET Project No.	Amount of Bid	Bidder	Letting of April 25, 1962 Address
I-IG 15-2(17)130U1 S213(4) East Butte Interchange & Upper Nine Mile (Road) Silver Bow County	\$ 732,528.92	Bud King & McLaughlin, Inc.	Great Falls, Mont.
I-IG 15-2(17)130U2 East Butte Interchange (Bridge) Silver Bow County	\$ 227,822.64	Waddell Const. Co.	Helena, Mont.
I-IG 15-2(17)130U3 East Butte Interchange (Fencing) Silver Bow County	\$ 18,124.79	United States Steel Corp.	Portland, Ore.
I 15-4(6)186U1 & S2(15)U1 Helena-North & Lake Helena-West (Road) Lewis & Clark County	\$1,924,473.59	Zook Bros. Const. Co.	Great Falls, Mont.
I 15-4(6)186U2 Helena-North (Bridge) Lewis & Clark County	\$ 77,437.23	A & B Const. Co.	Helena, Mont.
I 15-4(6)186U4 Helena-North (Fencing) Lewis & Clark County	\$ 40,106.15	Strandberg & Associates Senecal & Miner	Helena, Mont.
I 15-4(14)185 Helena-North (Signing) Lewis & Clark County	\$ 18,975.37	Skinner Enterprises	Helena, Mont.
I 15-5(17)239 Hardy Creek-Cascade (Signing) Cascade County	\$ 21,450.14	Skinner Enterprises	Helena, Mont.
I-IG 90-2(12)118U2 Piltzville East to Clinton West (Bridge) Missoula County	\$ 91,717.05	A & R Const. Co.	Helena, Mont.
U112(3), U229(15) & U235(32) Main Street-Lewistown (Road & Bridge) Fergus County	\$ 319,924.89	Robertson & Blossom	Great Falls, Mont.
E260(7) & F353(8) West Glacier-East Glacier Park & East Glacier Park-Browning (Road) Glacier County	\$ 794,267.45	S. Birch, Inc. & S. Birch & Sons, Const. Co.	Great Falls, Mont.
FLH9(1)U3 St. Xavier-Hardin (Bridge) Big Horn County	\$ 24,985.41	W. P. Roscoe	Billings, Mont.
S 12(9) Harlem-Turner- Canadian Line (Road) Blaine County	\$ 288,159.83	Richardson Const. Co.	Miles City, Mont.
ROW S 12(9) Harlem-Turner- Canadian Line (Fencing) Blaine County	\$ 818.08	E. L. Knez	Hamilton, Mont.
S 82(1)U1 Choteau-Farm- ington (Road) Teton County	\$ 211,262.52	Nilson-Smith Const. Co.	Great Falls, Mont.
S 239 (2)U1 Nashua-North (Road) Valley County	\$ 290,595.16	Richardson Const. Co.	Miles City, Mont.
S 339(9)U1 Fort Benton- Chester (Road) Liberty County	\$ 421,229.67	Richardson Const. Co.	Miles City, Mont.
S 398(2) North of Plevna- Baker (Road) Fallon County	\$ 237,417.75	Joe Mayo & Son	Cavalier, No. Dak.
Total for Month \$7,204,242.02; Total for Year \$12,324,153.52			

THE MONEY MACHINE (Continued)

per hour. Multiply that by eight and you've got a good average day's wage of \$21.20. Multiply that by five and the week's check is \$106.00. Multiply that again by something like fifty weeks in the year and you get \$5300.00.

If you go to work at the age of 20 and retire on your social security at the age of 65, that is 45 years of working and earning life, so you can multiply that last figure by 45 and you come up with a figure of \$237,500.00. That is a lot of money.

That is enough to carry you and your family in decency and leave something to add to that social security check in your old age. That is what the machine of your body can produce in dollars.

But that machine can only produce if it is kept in good working order. Illness or accident can bring the machine to a stop and destroy its earning power right now.

I don't claim to be an expert on how to avoid disease. You and your family doctor will have to work that out between you.

But accidents I do know about. I know that falls and improper handling of material and the misuse of machinery and the failure to use prescribed safety equipment are all ways of damaging the body and destroying its ability to produce.

I know this, too: There is no work done in this department which needs to lead you into an accident. The department doesn't want us to risk our necks for our week's pay. When accidents happen and pay checks stop, it is often because we or our fellow workers fail to do our work the safe way.

We all spend a lot of hours in this department to earn our living. We work hard for that living. We sacrifice for it; sacrifice time, energy and the right to lie out on the grass on warm spring days.

I think we can well afford to make the little additional sacrifice that is required to keep our earning power from being damaged by ACCIDENTS.

HIGHWAY 12 EXTENSION ASKED

The Montana Highway Commission has petitioned the numbering committee of the American Association of State Highway Officials to extend U. S. 12 from Missoula to Lolo and thence over the Lewis and Clark Highway to connect at the Montana-Idaho line with the new Lewis and Clark road down the Lochsa and to Lewiston, Idaho. We have been advised that the Idaho Highway Commission has also requested that U. S. 12 be extended over this route to Lewiston and to Clarkston, Washington. The State of Washington has also requested that Highway 12 be extended from Clarkston to Vancouver in their state.

CIRCLE BOWLERS SHINE

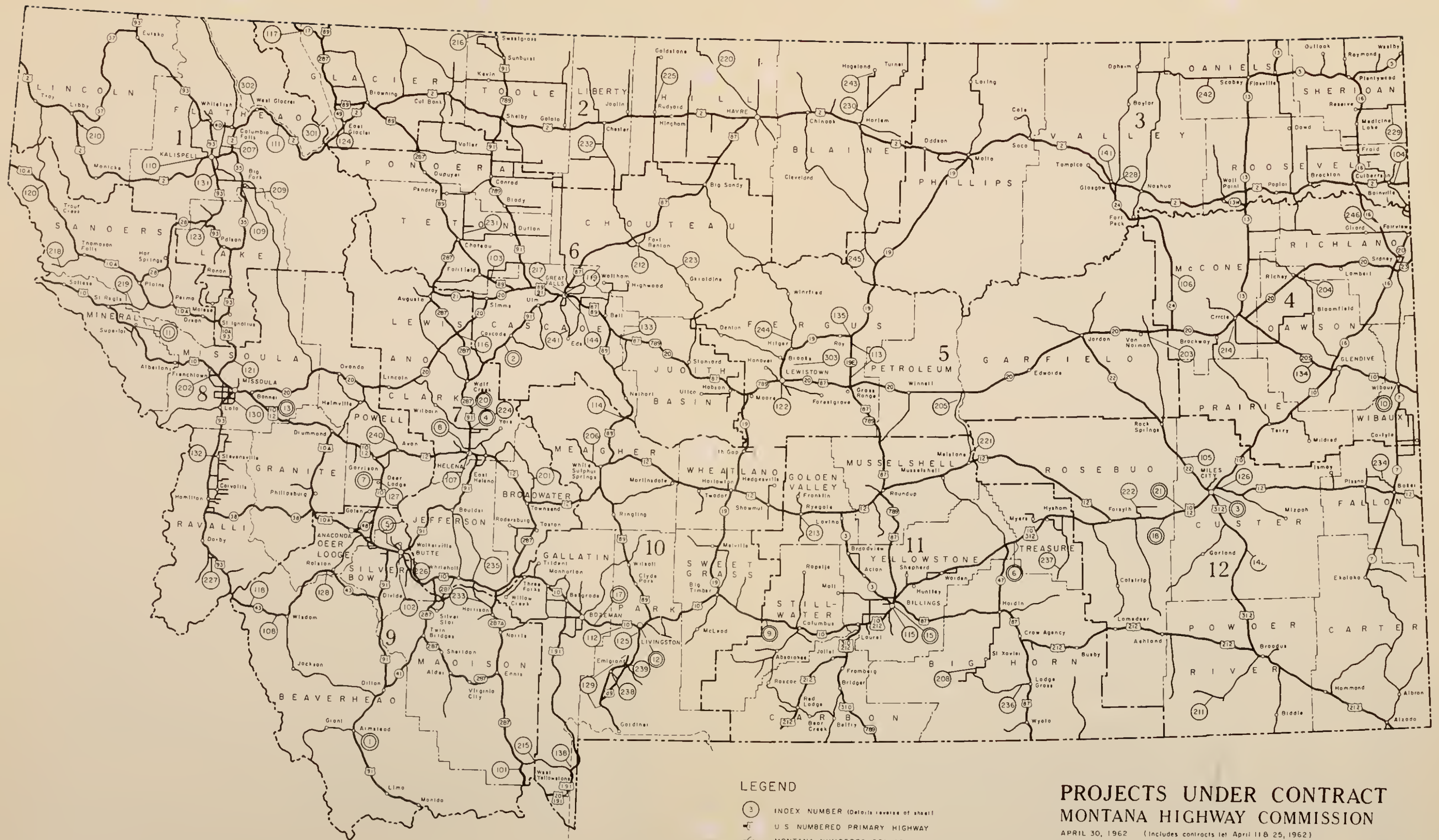
The boys from Circle copped the big dough at the first annual Montana Highway Department Bowling Tournament, rolling past the boys from the Cow Town, and the boys from the cities. Helena Bonnie Bride Shop (a Highway team?) came in third, Missoula fourth. E. Kessel won the singles with 681, and came in second in all events. He's from Circle, too.

(See next page for Schedule)

114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing. (U. S. 89 - South of Neihart).
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling. One concrete underpass - NP R.R. (U. S. 10 - In Billings).
116	F - 238 (8) U 1	6-15-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Montana 287 - North of Wolf Creek).
	F - 238 (8) U 2	10-31-62	One 294 foot riveted plate girder bridge - Dearborn River. (Montana 287 - North of Wolf Creek).
	NP 44A & 14 A *	1962	10.9 miles grading, drainage, surfacing and bituminous surface treatment. (Montana 17 - Northwest of East Glacier).
	FHP 20 - B *	1962	9.4 miles grading, drainage, and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek. (Montana 43 - West of Wisdom).
119	U-F-FG 395 (4)	6-30-62	One 1126 foot steel riveted plate girder bridge - GN RY and Missouri River. (U. S. 87 - ByPass - Great Falls North).
120	ROW F - 90 (5)	8-15-62	Fencing. Resetting 312 rods. (U. S. 10 A - Northwest of Trout Creek).
121	F-FG 219 (16) U 2	10-31-62	One 173 foot prestressed concrete beam overpass - NP RY. (U. S. 10 A - Northwest of Missoula).
122	U 112 (3), U 229 (15) & U 235 (3)	10-30-62	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 30 foot concrete slab bridge - Big Spring Creek (Montana 20 - Lewistown Main Street).
123	F - 191 (20) U 1	7-1-62	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - North of Polson).
124	F - 260 (7) & F 253 (8)	6-30-63	5.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 2 - West to East of East Glacier).
125	F - 13 (6) U 2	9-1-62	4.0 miles seal and cover oiling. (U. S. 89 - Livingston South).
126	F - 86 (20) U 1	9-15-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 12 - East of Miles City).
127	F - 184 (14)	6-30-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (U. S. 10 - North and South of Deer Lodge).
128	F - 43 (15) U 2	9-1-62	31.4 miles seal and cover oiling. (Montana 43 - West to East of Ralston).
129	F - 217 (12) U 2 & F 217 (13) U 2	9-1-62	24.0 miles seal and cover oiling. (U. S. 89 - South to North of Emigrant).
130	F - FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 972 foot steel and concrete bridge - G.M.S.T.P&P RY and Clark Fork. (U. S. 93 - In Missoula).
131	F - 191 (19) U 1	6-30-63	5.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 93 - South of Kalispell).
132	F - 191 (21) U 2	9-1-62	7.2 miles seal and cover oiling. (U. S. 93 - South of Kalispell).
133	F 259 (9) U 2	9-1-62	14.5 miles seal and cover oiling. (U. S. 93 - North of Hamilton).
134	F - 235 (27) U 2	9-1-62	5.1 miles seal and cover oiling. (U. S. 87 - Southeast of Belt).
135	F - 246 (9) U 2	9-1-62	9.2 miles seal and cover oiling. (Montana 20 S - West of Glendive).
136	F - 103 (10) U 1 & F 333 (28)	7-15-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling. Widen 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek. (Montana 19 - Roy Northeast).
138	FHP - 42 M *	1962	2.2 miles grading, drainage, aggregate surfacing, and bituminous surface treatment. Widening of 105 foot Reinforced Concrete Girder Bridge - Grayling Creek. (U. S. 191 - North of West Yellowstone).
141	F - 144 (6) U 1	7-30-62	4.7 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber bridge - Goudge Coulee. (U. S. 2 - Glasgow East).
142	F - 144 (6) U 2	7-31-62	Installation of traffic signals and lighting. (U. S. 2 - First Avenue North in Glasgow).
143	F - 156 (10) U 1 & F 156 (11) U 1	9-15-62	13.2 miles grading, drainage, surfacing, plant mix bituminous surfacing. (U. S. 212 - Southeast of Miles City).
144	F - 180 (4) & U 277 (5)	6-30-62	3.2 miles minor grading, aggregate surfacing, plant mix bituminous and seal coat oiling. (U. S. 87 & 89 - In Great Falls).
	F - 180 (5)	10-15-62	1.1 miles (four lane divided) median concrete curbing - Second Avenue North. (U. S. 89 - Great Falls East).
FEDERAL AID SECONDARY PROJECTS			
201	S - 6 (4)	8-31-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Townsend).
202	S - SG - 272 (2)	7-15-62	1.7 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Southeast of Frenchtown).
203	S - 258 (4)	11-12-62	7.8 miles grading, drainage and aggregate surfacing. (Junction Montana 20 East Van Norman South).
204	S - 32 (11)	11-12-62	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Richey Northwest & Southeast).
205	S - 399 (2)	7-31-62	1.0 mile grading, drainage and aggregate surfacing. One 132 foot prestressed concrete beam bridge - Flatwillow Creek. (North of Melstone).
206	S - 49 (7) U 1	9-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 29 foot - treated timber bridge - North Fork Smith River. (White Sulphur Springs Northwest).
207	S - 7 (6) U 1	7-1-62	6.5 miles (1.9 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Kalispell).
	FLH - 9 (1) U 1	9-1-62	5.2 miles grading, drainage, plant mix bituminous and seal coat oiling. (St. Xavier Southwest).
	FLH - 9 (1) U 2	9-1-62	4.4 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (St. Xavier Southwest).
	FLH - 9 (1) U 3	9-15-62	One 65 foot prestressed concrete beam bridge - Big Horn Irrigation Canal. (St. Xavier Southwest).
209	S - 65 (3)	9-1-62	4.9 miles seal and cover oiling. (Southeast of Big Fork).
	S - 65 (4)	7-1-62	4.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Southeast of Big Fork).
210	S - 325 (1) U 2	8-31-62	One 122 foot prestressed concrete beam bridge - Libby Creek. (Southeast of Libby).
211	S - 333 (2)	8-15-62	5.3 miles grading, drainage, aggregate surfacing. (Southwest of Broadus).
212	S - 290 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 708 foot riveted plate girder bridge - Missouri River. (Fort Benton Southeast).
213	S - 71 (4)	8-31-62	0.5 miles grading, drainage, and aggregate surfacing. One 142 foot prestressed concrete beam bridge - Musselshell River. (Ryegate South).
214	S - 238 (1) U 1	9-15-62	6.6 miles grading, drainage and aggregate surfacing. (Circle South).
	S - 238 (1) U 2	10-31-62	Three bridges, One 193 foot prestressed concrete beam - Redwater River, two 38 foot treated timber trestles - Hell and McCune Creeks. (Circle South).
215	ERFO - 40 (1) *	1962	3.8 miles grading. (Through Earthquake Slide - Southeast of Ennis).
216	S - 366 (6)	12-15-62	4.1 miles grading, drainage and aggregate surfacing. (Sweetgrass West).
217	S - US 386 (1)	10-15-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Great Falls).
218	S - 221 (2)	11-1-62	5.2 miles grading, drainage and aggregate surfacing. (Thompson Falls Southwest).
219	FHP 9 - 1 (1) *	1962	1.5 miles grading, drainage, and selected topping. One 445 foot reinforced concrete girder bridge - Clark Fork. (East of St. Regis).
220	S - 301 (8)	10-15-62	5.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Havre).
221	S - 399 (1)	9-1-62	7.9 miles grading, drainage and aggregate surfacing. (Melstone North).
222	S - 259 (2) U 1	11-1-62	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. One 38 foot treated timber trestle bridge - Sand Creek. (Northeast of Forsyth).
223	S - 290 (13) U 1	11-15-62	9.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northwest of Geraldine).
224	S - 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (North of Helena).
225	S - 13 (5)	6-30-62	5.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Rudyard North).
226	S - 213 (4)	7-30-63	0.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (East of Butte).
227	S - 328 (1)	6-30-62	1.2 miles grading, drainage, aggregate surfacing, road mix bituminous and seal coat oiling. Two prestressed concrete beam bridges. One 173 foot - West Fork Bitterroot River, One 198 foot - East Fork Bitterroot River. (South of Darby).
228	S - 368 (13)	7-30-62	0.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - North).
	S - 239 (2) U 1	10-30-62	13.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U.S. 2 - East of Glasgow North).
	S 368 (14)	7-30-62	1.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling. (Junction U. S. 2 - East of Glasgow - South).
229	S 73 (4)	8-1-62	8.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (East of Reserve).
230	S - 12 (9)	9-15-62	4.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Harlem North).
	ROW S 12 (9)	9-1-62	2.0 miles fencing (Harlem North).
231	S - 82 (1)	10-30-62	5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (Northeast of Choteau).
232	S - 239 (9) U 1	10-30-62	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling. (South of Chester).
233	S - 167 (6)	7-1-62	5.0 miles grading, drainage, surfacing and bituminous surface treatment. (Northwest of Harrison).
234	S - 398 (2)	6-30-63	9.6 miles grading, drainage and aggregate surfacing. (Northwest of Baker).
235	S - 9 (9) U 2	9-1-62	8.5 miles seal and cover oiling. (Southeast of Boulder).
236	S - 260 (3) U 1	7-1-62	11.4 miles aggregate surfacing and plant mix bituminous oiling. (Lodge Grass - West).
237	S - 50 (4)	6-30-62	8.0 miles grading, drainage and aggregate surfacing. (South of Hysham).
238	S - 66 (2) U 2	9-1-62	1.2 miles seal and cover oiling. (Emigrant Southeast).
239	S - 273 (3) U 2	9-1-62	0.8 miles seal and cover oiling. (Northeast of Emigrant).
240	S - 291 (6)	8-30-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling. (Northwest of Avon).
241	S - 329 (4) U 2	9-1-62	10.3 miles seal and cover oiling. (North of Eden).
242	S - 8 (10) U 2	9-1-62	9.0 miles seal and cover oiling. (West of Scobey).
243	S - 179 (4)	6-30-62	6.3 miles grading, drainage and aggregate surfacing. (Hogeland West).
244	S - 68 (4) U 2	9-1-62	10.5 miles seal and cover oiling. (Hilger North).
245	S - 187 (8) U 2	9-1-62	10.6 miles seal and cover oiling. (South of Harlem).
	S - 361 (10) U 2	9-1-62	5.5 miles seal and cover oiling. (Girard East).
OFF SYSTEM PROJECTS			
301	FHP-2-A2, B2, & 12-A2 *	1962	7.2 miles grading and aggregate base. (Two Medicine Road and Approach - Northwest of East Glacier).
302	NP - 8 - A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge - McDonald Creek. (In Glacier Park - North of West Glacier).
303	R - AD - 7 (1) *	1962	8.7 miles grading, drainage and aggregate surfacing. (Brooks East).



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LEGEND

- ③ INDEX NUMBER (Data is reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION
APRIL 30, 1962 (Includes contracts let April 11 & 25, 1962)

Results of the
FIRST ANNUAL BOWLING TOURNAMENT
MONTANA HIGHWAY DEPARTMENT
Helena, Montana

OFFICIAL PRIZE LIST

TEAM EVENT (28 Entries)

1—\$150.00	Plus Trophies	—Circle Boys	—3140	Glendive Division
2—100.00		—Montana Highway Local No. 243	—2974	Miles City Division
3—67.50	tie	—Bonnie Bride Shoppe	—2968	Helena Headquarters
4—67.50		—S.H.C., Missoula	—2968	Missoula Division
5—45.00		—Four Plus One	—2965	Helena Headquarters
6—35.00		—Bud's Enco	—2948	Billings Division
7—30.00		—The Windmills	—2924	Bozeman Division
8—30.00		—Montana Brand Produce	—2916	Helena Headquarters

DOUBLES EVENT (65 Entries)

1—\$ 70.00	Plus Trophy	—E. Brown, C. Strong	—1282	Miles City Division
2—46.00		—N. Hobby, S. Mayers	—1253	Helena Headquarters
3—30.00		—W. Reichenberg, M. Zahn	—1250	Billings Division
4—20.00		—D. Granske, R. Campbell	—1239	Billings Division
5—15.00		—L. Walks, D. Kittelson	—1229	Billings Division
6—10.00		—D. Moore, B. Briscoe	—1228	Great Falls Division
7—9.00		—R. Nydegger, J. Trankel	—1227	Great Falls Division
8—8.00	tie	—J. Cowan, G. Barrett	—1215	Bozeman Division
9—8.00		—L. Lesofski, S. Newton	—1215	Great Falls Division
10—8.00		—M. Griffith, W. McCoskery	—1214	Helena Headquarters
11—8.00		—K. Cross, F. Verbanac	—1206	Helena Headquarters
12—8.00		—R. Swanson, L. Cloninger	—1193	Bozeman Division
13—8.00		—J. White, K. Thomas	—1186	Butte Division
14—8.00		—E. Kessel, J. Dick	—1178	Glendive Division
15—4.00		—L. Rudio, D. Ronan	—1173	Helena Headquarters

SINGLES EVENT (130 Entries)

1—\$ 50.00	Plus Trophy	—E. Kessel	—681	Glendive Division
2—35.00		—H. Wheeler	—659	Helena Headquarters
3—21.50	tie	—R. Campbell	—646	Billings Division
4—21.50		—D. Wegner	—646	Helena Headquarters
5—13.00		—N. Stijacich	—643	Butte Division
6—9.50	tie	—W. Reichenberg	—640	Billings Division
7—9.50		—L. Walks	—640	Billings Division
8—8.00		—D. Gruel	—639	Helena Headquarters
9—8.00		—M. Long	—637	Missoula Division
10—8.00		—C. Farry	—635	Great Falls Division
11—6.00		—D. Borgen	—633	Glendive Division
12—6.00		—J. Garden	—632	Helena Headquarters
13—6.00		—L. Jackson	—629	Missoula Division
14—5.00		—C. Saska	—628	Great Falls Division
15—5.00	tie	—O. Nelson	—622	Helena Headquarters
16—5.00		—C. Wirth	—622	Helena Headquarters
17—5.00		—L. Young	—620	Bozeman Division
18—5.00		—F. Grubb	—619	Great Falls Division
19—5.00		—B. Tamietti	—618	Butte Division
20—4.00		—D. Ganske	—615	Billings Division
21—4.00		—F. Verbanac	—611	Helena Headquarters
22—4.00		—B. Briscoe	—610	Great Falls Division
23—4.00	tie	—F. Seeger	—609	Missoula Division
24—4.00		—D. Dilger	—609	Helena Headquarters
25—4.00	tie	—C. Hussein	—608	Butte Division
26—4.00		—G. Powers	—608	Helena Headquarters

ALL-EVENTS (114 Entries)

1—\$ 30.00	Plus Trophy	—N. Hobby	—1913	Helena Headquarters
2—20.00		—E. Kessel	—1889	Glendive Division
3—15.00		—R. Campbell	—1888	Billings Division
4—10.00		—J. Trankel	—1886	Great Falls Division
5—7.00		—D. Kwasney	—1879	Glendive Division
6—5.00		—L. Walks	—1877	Billings Division
7—5.00		—D. Gruel	—1876	Helena Headquarters
8—5.00		—F. Grubb	—1863	Great Falls Division
9—5.00		—K. Cross	—1858	Helena Headquarters
10—5.00		—W. Reichenberg	—1855	Billings Division
11—5.00		—E. Keeler	—1834	Helena Headquarters
12—2.00		—M. Griffith	—1830	Helena Headquarters

EFFECTIVE COMMUNICATIONS

Training-in-Service Department

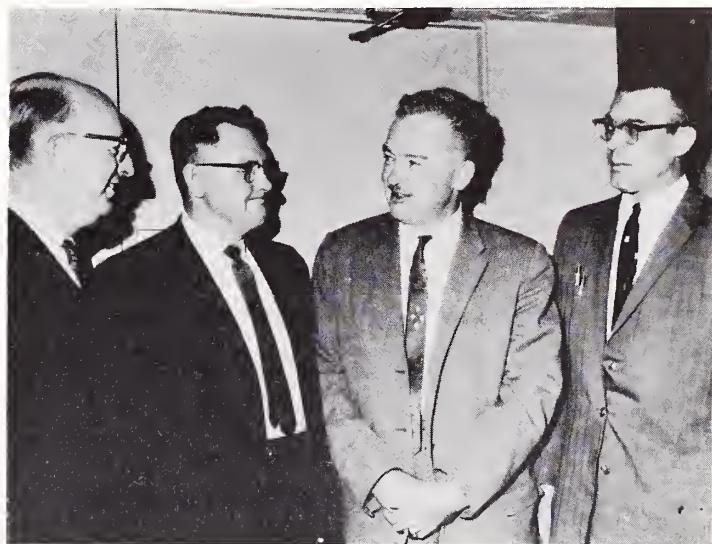
In order to be interpreted correctly it is necessary to think before you speak. In giving directions to another, if you are normal, you have been completely misinterpreted more times than you would care to admit. To avoid this it is well to evaluate the situation thoroughly and know what you want to say before you hit the panic button. Otherwise, snap judgments may be made which may later prove unsound.

Experience shows you will be a better communicator if you ask yourself the following before you blast off or dictate a memo:

(Continued on page 6)

HIGHWAY USERS MEET

At the annual meeting of the Montana Highway Users Conference held in Great Falls on May 6, Al Dougherty, long-time president of the organization, relinquished the reigns to Elton Andrew of Helena. The organization is composed of groups and individuals that depend on highways for transportation of goods and services, and personnel. They are vitally interested in good highways, and the Highway Department welcomes their counsel and advice.



Picture—(l. to r.) Ted James, Highway Commissioner; Al Dougherty, outgoing president of Montana Highway Users; Larry Venable, Regional Representative of National Highway Users; and Elton Andrew, new president of Montana Highway Users Conference.

DIVISION NEWS

Kalispell Division

Back after a two-year stretch with the Army is Gerald P. Roat, Instrumentman. Gerry is from Polson and was formerly with the Statewide Location crew. He is replacing Al Dutton, who has been transferred back to his home town of Hamilton. The situation is just the reverse of what it was two years ago when Al replaced Gerry when he went into the Service. Everyone in the Kalispell Division welcomes Gerry back and wishes Al all the luck with his work and fishing in Hamilton.

Also returning after two years in the Military Service of Uncle Sam is Art Olds. Art will work out of the Kalispell office for the present, but makes his home in Troy, where men are men and women are women, according to Art.

(Continued on next page)

DIVISION NEWS (Continued)

We now have a new name in the Kalispell office, although it is the same smiling face of our own little Pat the receptionist and typist. It seems spring was just too much for Pat so she went and took the big step and changed her name from Henderson to Baird. Everyone wishes Mrs. Baird many happy years of wedded bliss.

We now have a new Project Engineer in Division 120, namely Lorren D. Claridge. Congratulations, Lorren, to your new title and our sympathy for the headaches and working hours that go with this new role.

Also in order for a pat on the back is Loren Dollan—now Instrumentman Dollan to you peons. Loren is quite gifted with the art of drawing and painting and is equally qualified at the new position he is taking over. Many cheers, Loren, and don't forget these words of kindness the next time refreshments are in order.

Well, the World's Fair has officially opened and one of the first to line up and see the many attractions was our Division Mechanic, "Slim" Smith. The hope of many here in Kalispell is that Slim will enlighten those of us who are too poor to take the big trip.

Word also has it that Francis "Bum" Toombs, Maintenance Foreman, took in some of the side shows. How were they, Bum?

* * *

Bozeman Division

H. L. Morrison, long-time Bozeman Sectionman, underwent major surgery March 23. He is now convalescing at his home, 217 South 10th, Livingston, Montana.

Following extensive medical examinations, Kenneth M. Jones, Maintenance Foreman, is convalescing at his home, 315 North 3rd, Bozeman.

* * *

Lewistown Division

Glenn Learn and Charles Marvin are recent recipients of 35-year pins. Clarence Myers is the proud father of a baby girl, born April 6th. William Cope has left the Highway Department and is working on a ranch near Great Falls.

The groans of income tax pains have been replaced with gardening pains!

EFFECTIVE COMMUNICATIONS

(Continued from page 5)

1. Consider the available facts, and the judgment of the person selected to receive the message, then determine what you will say and how you will say it.
2. Pinpoint the nature of the subject or problem. The sharper the focus of what you say, the greater your chances are of expressing yourself clearly.
3. Nailing down your objective will help you decide what viewpoint to adopt, what points to emphasize. If there is more than one objective, identify your most important goal and adapt your approach to accomplish it.

If the presentation fails, proper information is not obtained, situations deteriorate, attitudes remain unchanged or desired action does not result, consider the following factors concerning the LISTENER:

1. Does he feel equal to or inferior to you?
2. Does he feel you are interested in him and his ideas?
3. Does he feel he can discuss his questions objectively, or does he feel he must agree despite what he may think?
4. Is he familiar with the subject? He may be uninformed or misinformed.
5. What is his attitude? Favorably disposed, hostile, or indifferent.

An honest appraisal of these factors will help you conduct your conversation so that you can lay a foundation of confidence, appreciation and productivity.

It is important to communicate in a way that takes account of the listener's feelings and aspirations. Show your interest in the listener as an individual, learn what makes him tick, his interests, goals, fears, etc. It takes a good deal of insight to find ways to motivate listeners.

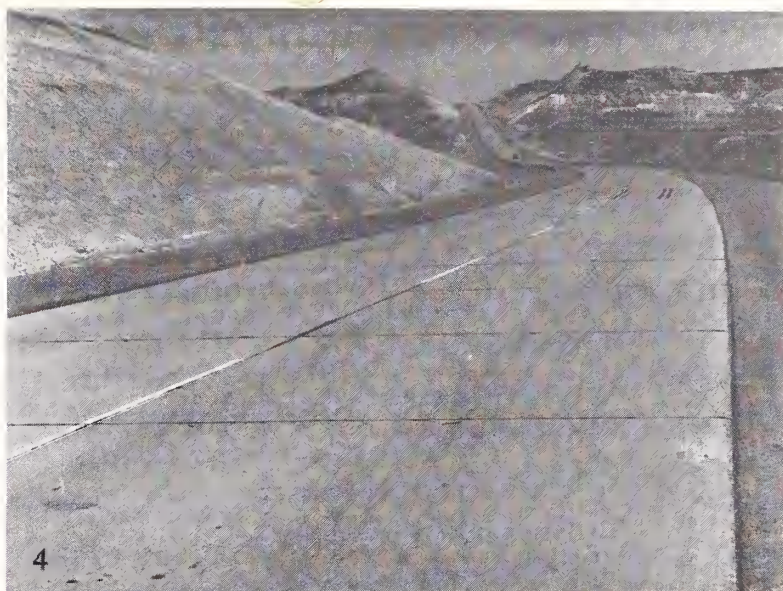
To communicate effectively it is necessary to discover what the listener wants to hear and how he feels.

We are indebted to Ten Magazine for saying in a few words, what we could take pages to say.

Ratio

Those people who know, how things should be done, Outnumber the doers, by fifty to one.

—Leonard K. Schiff



Results of Interstate construction are commencing to show in many parts of Montana, as these photos show. No. 1 at Springdale, No. 2 just east of Great Falls, No. 3 just west of Billings, and No. 4 just west of Miles City have all replaced some narrow, older highway that was a hazard to traffic and difficult to maintain. They also have provided a much higher carrying capacity for traffic, and have eliminated some natural obstacles that earlier roadbuilders with their Fresnos and gravel wagons could not economically avoid.

Fred Quinnell, Jr., State Highway Engineer, in a statement prepared for Highway Week states: "It gives a highway engineer a real good feeling, and a lot of satisfaction to see the completion of such highways, and to play a part in the building of such roads. The facility with which the vehicles now traverse these new highways, show the great strides that have been made in highway design

and construction. Savings, safety, and service are all built-in features of the new highways. Savings to those that use them are accumulated by a reduction in operating costs of the vehicle, and in less depreciation from wear and tear. Safety is provided by wider traffic lanes, an emergency parking lane, easier grades and curves provide additional sight distances, and shoulders and back slopes have been provided where possible to lessen the possibility of damage to a vehicle after leaving the highway. If traffic or terrain are such that the construction of four lanes are warranted, then the safety factor is greatly increased. Additional service is provided by the newer designs due to the fact that they will carry a much larger volume of traffic.

Speaking for the entire Highway Department, it is sincerely a pleasure to be able to help bring highways such as these to the people of Montana."

GUEST EDITORIAL—Once again we are indebted to Bob Miller, editor of the Independent Record for this very timely editorial.

SHOULD ROADS BYPASS MAIN STREET?

Undoubtedly we will hear a great deal more about the issue of whether Montana's new highways should go through all the little towns along their routes or should bypass them.

We doubt very much that putting the roads through towns or cities will do them much good from an economic standpoint.

It does do a great deal of harm from the standpoint of traffic congestion.

Bozeman, for example, should be very glad to get Highway 10 traffic off its Main street. There is so much normal traffic on the thoroughfare that a traveler can't find a place to park even if he did want to stop.

There is not much that tourists buy, outside of gasoline, which contributes very much to the economy of any small town.

About all that a traveler stops for, outside of meals and gasoline, would be pie and coffee and an occasional trinket and those purchases don't support many business institutions.

All tourists stop at or near mealtime, no matter where they are, and they stop when the gasoline tank needs refilling.

If all roads bypassed all business sections, then all towns would be treated alike in this respect.

One argument for favoring what the Main street merchant thinks he wants in this respect is that he has helped to build the state.

But he is not helping to build the roads any more than his proportionate share of his use of them. Roads are built for the motorist and the primary purpose should be to speed him on his way with the least amount of delay and congestion.

Tourists don't keep the principal businesses alive in small communities or even large ones. How many tourists buy tractors or combines? How many buy refrigerators or washing machines? How many even buy suits and dresses?

We are convinced that the way of progress in Montana is to build our highways as straight as possible, to avoid as many Main streets as possible:

If it is desirable to put the highway down the middle of Main Street, then perhaps that bypass around Fort Benton ought to be eliminated so the road could go back through town.

We could go back even farther to reconstruct the economy of the past at that point and say that because the traveler once arrived by river boat he should continue to do so. Then the economy which was built on river travel would not suffer because of the arrival of more modern times.

That's just exactly as logical as the argument to require every motorist to traverse along Main street.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana



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